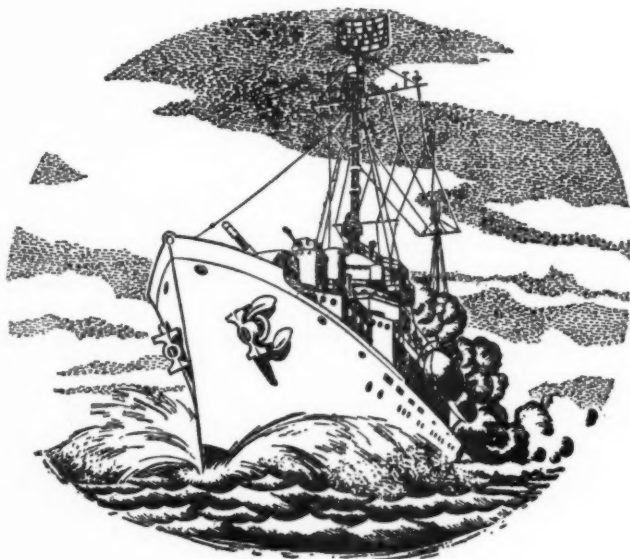


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U.S. COAST GUARD BULLETIN...



Washington, D. C.—December 1949

☆ ☆ ☆ ☆ ☆ ☆ ☆ "Operation Flame" Held In New Jersey Forest

A roaring forest fire, which in theory at least wiped out a goodly portion of northern New Jersey, was battled to a successful conclusion recently in a 3-day communication field trial at Lake Wapalanne, Stokes State Forest, N. J.

The simulated disaster, sustained by a series of prearranged problems and messages over a fire front of 1,500 square miles, brought out a total of 326 participants from 8 organizations, including 56 from the Coast Guard and its Auxiliary, and a large assortment of communications equipment, trucks, and aircraft.

The general problem called for the American Red Cross, headed by Disaster Field Representative J. Mastrovanni, to determine that the conflagration would reach disaster proportions and result in a call for assistance from available agencies. The "stand-by" order alerted not only the Coast Guard and Auxiliary contingents, but members of the Civil Air Patrol, New Jersey State Police, office of the New Jersey Fire Warden, Sussex County Amateur Radio League, and the Science Club of Montclair State Teachers College. The last-named furnished 26 observers.

Units reporting to establish headquarters were assigned definite field stations with sealed dispatches. These positions were plotted on a magnetic board at Headquarters. As the "canned" problem began to unfold, based on the prearranged dispatches, the joint control center discussed the continuing situation and

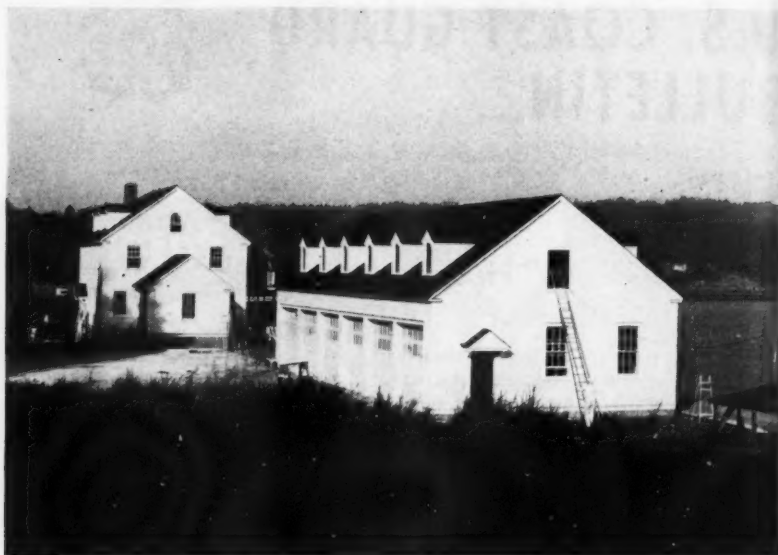
agreed on action to be taken. All units were subject to diversion or recall at any time.

The field trial concluded with a camp and a critique, the latter conducted by the Coast Guard OTC. The consensus was that the drill had been "excellent" and that "all hands had benefited immeasurably." It was agreed that all participating agencies had turned in a better job than in previous drills because each had used the same standard map. One "rough spot" was that Red Cross representatives experienced considerable difficulty attempting to solve unfamiliar abbreviations and forms used in dispatches, resulting in the recommendation that a skilled message dispatcher be assigned to Red Cross headquarters in the future.

One of the missions of the Coast Guard is to cooperate with the Red Cross in disaster relief along with the Army, Air Force, and Navy. The communication system also may include facilities of the Red Cross as well as radio amateurs.

Normally Coast Guard mobile communication equipment is in demand during floods in the spring and forest fires in the fall. When no disaster materializes the field trial is held instead for purposes of training. Forest fire training usually consists of holding equipment in readiness, proceeding into devastated areas for search, rescue, and survey work, and establishing and maintaining a communications network between field stations and a headquarters.

The new address of the Commander, Seventeenth Coast Guard District, is Box 2901, Juneau, Alaska.



REBUILDING OF YAQUINA BAY LIFEBOAT STATION UNDERWAY

Like a Phoenix arising from its ashes, this Coast Guard installation at Newport, Oreg., already boasts a new barracks and an equipment building constructed at a cost of \$140,000. Replacing the old station, which was destroyed by fire in 1944, the new station also is due to receive a boathouse, bulkheads, and a roadway to launching facilities during 1950. Temporary wartime buildings, occupied since 1945, have been surveyed for early disposition. Transfer to the new quarters was scheduled for 15 December.

Rear Adm. Earl Rose Retires on 1 December

Rear Adm. Earl G. Rose, 62, Chief of the Office of Operations at Coast Guard Headquarters, retired 1 December after approximately 40 years' active service.

A native of Pickaway County, Ohio, Admiral Rose attended Ohio State University's College of Engineering 3 years. He withdrew in 1910 to accept appointment as a cadet in the Revenue Cutter Service, now Coast Guard. He was graduated and commissioned an officer in 1913 and served on various sea assignments.

In World War I he was in command of the U. S. S. *Rambler* when the British

steamship *Philomel* was sunk in convoy off the French coast, and succeeded in picking up 41 survivors. He also was present with a naval escort at Quiberon, France, when a United States munitions ship was destroyed by explosion and fire, and he assisted in rescue efforts.

From 1921 through 1930 he served on vessels in the Gulf, Alaska, and Aleutians. He commanded Base Five at Boston, and later commanded a division of four destroyers converted to Coast Guard use at New London. He commanded a division of eight such destroyers in Cuban waters during the insurrection in Cuba U. S. C. G. C. *Tampa* at the time of the *Morro Castle* disaster in 1934, and attempted to save the vessel by towing into New York harbor after taking off the

crew; for this he received an official commendation.

He was assigned command of the Greenland Patrol in the United States Atlantic Fleet in 1943 as a commodore, and during a 21-month assignment, ships of that command destroyed or captured certain German vessels and weather stations in east Greenland, thus ending Nazi attempts to establish a foothold in Greenland. Then as rear admiral he was assigned to command Task Force Twenty-Four, based at Argentia, Newfoundland. He was transferred to Headquarters in April 1946.

Admiral Rose was awarded the Chevalier of the Legion of Honor of France and the Navy Cross for service during World War I. In World War II he received the Legion of Merit from the Secretary of the Navy.

Buoy Paint Tests Show One Type Far Superior

Tests of buoy paints being conducted within the Fifth District continue to indicate that one type of paint in particular is showing a definite advantage.

Paints under test were examined recently at the end of 9 months' exposure. One buoy, examiners reported, had the top-side appearance of being newly painted, and under water loose adhering marine growth was only a fraction of that on other buoys.

Such a paint system, if adopted, may result in buoys being left on station for 2 years or more, with less deterioration and fouling than is now experienced in annual repainting. Such a change in procedure could slash painting costs by as much as 50 percent and reduce the workload of buoy tenders materially.

Coast Guard planes flew 2,055 miles to speed a suffering seaman from the weather ship *Winona* in Alaskan waters to a Seattle, Wash., hospital. Suffering from appendicitis, the seaman was taken into the "blister" of a PBM 600 miles south of Kodiak. A jet-assisted take-off was necessary owing to rough water.

Treasury Urges Bond Purchase With Refunds

With the Nation's 16,000,000 veterans due to receive nearly three billion dollars after 1 January in the form of refunds from National Service Life Insurance, the Treasury Department urged some part of the dividend be used to purchase U. S. savings bonds. The average payment per veteran will run about \$125; in some cases it will reach \$528.

Use your money wisely, the Treasury counseled veterans, and "think carefully before investing in hazardous schemes."

Naval Reserve Officer Lauds Coast Guard Crew

Dr. Philip H. Moore, a surgeon of Mount Edgecumbe, Alaska, and a Naval Reserve officer, announced he had never seen "such wholehearted, efficient, commendable cooperation" as was exhibited by the officers and men of the USCGC *Hemlock* in attempting to save the life of a crew member.

The surgeon was called for emergency help when a member of the crew was caught between a buoy and heavy anchor. After many transfusions, the man finally was transferred to Seattle by air, but died shortly after arrival.

Dr. Moore said he had many years of experience in dealing with crews of Government ships and with various Navy and Coast Guard officials, but that the *Hemlock* incident left a lasting impression upon him. In addition, he expressed his "greatest respect and appreciation for the cooperation of the Coast Guard officers on up the chain of command which resulted in one of the best examples of coordinated care for an injured crewmember it has ever been my privilege to witness."

Effective 1 January, stewards will be considered petty officers of their appropriate pay grades. They will take precedence immediately following hospital corpsman.

League Offers Watch, Life Membership to Best Cadet Navigator

A wrist watch "suitably engraved" and a life membership in the Coast Guard League will be awarded to the cadet of the class of 1950, Coast Guard Academy, who attains the highest degree of proficiency in the "art of navigation."

The sum of \$100 was authorized for the award at the recent League Annual Convention in Chicago, Ill. Other actions taken or resolutions adopted at the convention included the following:

The League will sponsor a contest by chapters for encouraging suitable, eligible young men to become candidates for Academy admission. The candidate attaining the highest grade, and the chapter sponsoring him, will receive awards.

A citation of merit will be established for presentation each year to the most outstanding student attending a naval preparatory school.

The League approved a Senate Joint Resolution to provide a national memorial in the District of Columbia com-

memorating the contributions of members of the various religious faiths to American military and naval history, particularly during World War II.

The League affirmed its support of a "strong and efficient Coast Guard reserve component, both organized and voluntary, as a tool of proper national defense."

Coast Guard May Enter Navy Bowling Play-Offs

All officer and enlisted personnel on active duty in the Coast Guard have been invited to participate in the intra-group bowling play-offs and all-Navy championship play-off which will be held 13 and 15 February, respectively. Both competitions will be conducted on a telegraphic or dispatch basis with the best district, area or type team representing each group in the championship tests.

Teams of six each will bowl nine games, in groups of three, on each of the 2 days of competition. Total pins of the five highest scoring bowlers will constitute the team score. Coordinators will gather the scores, and report directly to the Bureau of Naval Personnel, which later will announce winners of both team and individual championships. Appropriate awards will be given team and individual winners and runners-up, and all participants in the all-Navy Championship will receive a certificate of achievement. American Bowling Congress rules for ten pins will govern play.

Information concerning the two play-offs has been distributed throughout the Service in Personnel Circular No. 56-49, which includes a copy of the BuPers Circular Letter No. 163-49 on the subject.

Safety, like charity, begins at home. Headquarters, calling attention to the fact that three recent Coast Guard accidents involving loss of life indicate a "disregard for simple safety precautions," has reaffirmed that "men performing duty under hazardous boating conditions are required to wear life preservers."

Hawaiian Loran Stations Up for Modernization

Honolulu newspapers gave considerable publicity to an announced Coast Guard program that will expend \$1,500,000 within seven months to modernize and relocate Loran stations in the Hawaiian Islands.

Work already is underway at Upolu Point under a \$90,000 contract for the construction of living quarters and a mess building. In addition, \$64,000 will be spent here for a combined powerhouse and garage and an electrical equipment building.

The French Frigate Shoal station will be removed to Makahuena Point, Kauai, and the station on Niihau to Molokai. At present, both are of Quonset hut construction; each will be in permanent buildings at the new sites.



AIDS TO NAVIGATION'S BUOY-TENDING IS MAN-SIZED JOB

It takes a strong mind as well as a strong back to cope with the Coast Guard's never-ending responsibility of planting and picking up buoys, because some weigh as much as 10 tons complete and must be handled with skill and precision. Here, on a Coast Guard cutter, unlighted buoys are being repaired and painted.

Comment Requested on Proposed Files Manual

A proposed Coast Guard "Files Manual," patterned after a proposed fifth edition of the Navy Filing Manual now ready for approval, has been distributed to each district, the Academy and the Yard for suggestions and comments. The manual is designed to provide a standardized files system adequate to the expanded functions of the Coast Guard and which can be integrated with the Navy files system.

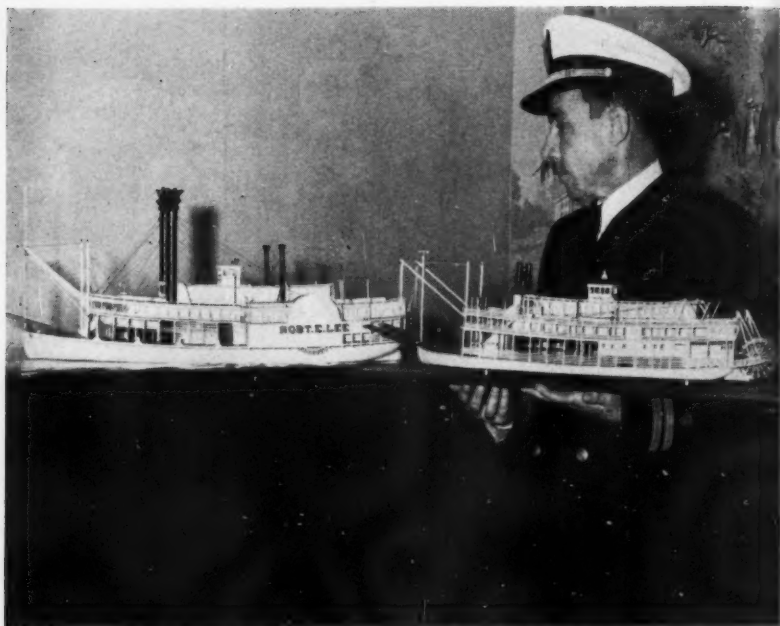
The final copy of the subject manual will be edited after 1 February, the deadline for Service comment. It is intended to make Service-wide distribu-

tion of the approved manual by June 1950, and to require all files accumulating after 1 January 1951, to be handled accordingly.

Demand for Education By Mail Takes Big Jump

The Coast Guard Institute report for October shows that new enrollments in service correspondence courses totaled 601, an increase over the previous month by 200. The total enrollment at the end of October was 6,862.

The Institute reported 49 graduates and that 2,527 lesson papers were received during the period. Approximately 940 applications for courses were being held until new material is made available.



HAND-CARVED RIVER-BOAT MODELS ARE LOANED TO MUSEUM

Lt. B. T. Clark, who spent 2 years of off-time work hand carving models of the *Robert E. Lee* and *Golden Eagle*, famous Mississippi River boats, recently loaned them to the St. Louis, Mo., Museum for exhibition in "Mississippi Panorama." The models, one of which won a national hobby contest, are so exact that they include minute boat falls. Lieutenant Clark, stationed at St. Louis, is the son of a veteran river-boat captain.

California Paper Praises Assignment of Cutter

"You don't need help often—but when you need it, brother, you need it!"

This is the editorial comment of the San Luis Obispo (Calif.) Telegram-Tribune expressing satisfaction on the assignment of the U. S. C. G. C. *Alert* to the Morro Bay area. Asserting several sea tragedies of the past could have been averted if Coast Guard craft had been available, the newspaper reported fishermen and boatowners worked hard and long to "obtain the presence" of the *Alert* and thus have filled a "large, yawning gap" in central coast rescue work.

Temporary Reservist Loses Income Tax Plea

In its first written opinion of the year, the Supreme Court ruled that a wartime temporary member of the Coast Guard Reserve cannot benefit from the \$1,500 income tax deduction formerly allowed commissioned officers. Justice Sherman Minton read the Court's unanimous decision in his first opinion since taking his place on the bench.

The case arose, according to news service reports, when William Connelly, Falls Church, Va., deducted the \$1,500 from his 1943-44 income tax returns. The deductions were thrown out by the Bureau of

Internal Revenue and the United States Tax Court, but were upheld by the United States Court of Appeals.

Connelly, it was explained, was first a lieutenant commander and then a commander in the Temporary Reserve, but continued to receive his salary, as formerly, from civil-service appropriations. He had been employed previously in the Coast Guard's Legal Division.

"The Court of Appeals ignored the status in which taxpayer was compensated and gave effect to his military status which was provided only to facilitate the performance of his duties in wartime," Justice Minton said in reversing the lower court.

Coast Guard Perplexed By "Hard Luck" Requests

According to the Port Angeles (Wash.) News, the Coast Guard is keeping its collective fingers crossed whenever it receives any news about a certain fishing vessel.

All of this took place in 10 days, the newspaper said:

One day the vessel's crew radioed it was "at sea" in more ways than one. The Coast Guard responded and put the fishermen back on course.

The following day the crew called for help again. This time the skipper, at the wheel three days and with a seasick crew, was trying to find the Columbia River. The Coast Guard located the boat 175 miles from the River near Vancouver Island and dropped marked maps.

The next call for help reported a "delirious" seaman and gave the boat's location in the mountains of Thurston County. Able to transmit radio messages, but not receive, the crew then gave a position of "90 degrees east by south." The Coast Guard put out a plane, cutter and picket boat and 14 hours later found the vessel in a cluster of fishing boats.

The skipper promptly took off again, spurning a suggestion that he implement his crew with an experienced deep-sea fisherman.

First CG-ROA Chapter Is Organized At Capital

The first Coast Guard chapter of the Reserve Officers' Association received its charter in ceremonies held 31 October at the Naval Gun Factory, Washington, D. C.

Approximately 130 members and guests attended the charter presentation dinner, including Under Secretary of the Treasury Edward F. Foley; Rear Adm. Merlin O'Neill, Assistant Commandant of the Coast Guard; Col. Luke Finlay, executive officer of the Civilian Components Policy Board appointed by the Secretary of Defense, and Commander John Bracken, USNR, National President of the ROA.

Col. Paul Anderson, USAFR, president of the D. C. Chapter of ROA, presented the charter to Lt. Walter K. Handy, Jr., USCGR, president of the new organization—to be known as the Coast Guard Headquarters Chapter. Speakers included Admiral O'Neill, Colonel Finlay, Commander Bracken, Capt. Chester A. Anderson, chief of the Coast Guard's Reserve and Auxiliary Division, and Capt. A. C. Richmond, chief of the Coast Guard's Planning and Control Staff.

Lieutenant Handy said the object of the new chapter is to promote a national military policy that will provide adequate national security. He asserted the organization will put its efforts behind the Coast Guard in obtaining an appropriation to get a "real Reserve program going."

Other chapter officers are Lt. L. D. Nicholson, III, USCGR, vice president, and Lt. Comdr. G. Raymond Kieferle, USCGR, secretary-treasurer.

Coast Guard readers of a New Orleans newspaper raised eyebrows almost simultaneously when a news story reported a "656-foot" CG cutter assisted a ship aground at Southwest Pass, La. It's no secret weapon, Elghth District Headquarters advised callers, not by 600 feet.

Fast Coordination Saves Lives of 17 in Pacific

A spectacular rescue in which the lives of 17 seamen hung in the balance while ships and planes raced oncoming darkness and heavy seas has given fresh laurels to the Coast Guard, and to the Federal Fish and Wildlife Service as well.

The near-tragedy began when a wooden hull lumber freighter, the *S. S. Salina Cruz*, en route from Vancouver to Hawaii with full cargo, radioed that her engine room was afire off the Washington coast and her crew was standing by to abandon.

Two PBV's from the Port Angeles Air Station were dispatched in a matter of minutes. The cutter *Balsam*, on patrol 100 miles away, and the cutter *Bering Strait*, 200 miles to the west en route to weather station, were ordered to proceed at once.

When the Coast Guard planes arrived the ship was a mass of flame, and the 17 crew members were adrift in two whaleboats. The seas were running far too heavy for an open sea landing. Radio Westport tried frantically to contact other commercial ships in the area and finally raised the Federal Fish and Wildlife Service ship *Black Douglas*, 50 miles to the south.

Awaiting the arrival of the *Black Douglas*, the PBV's circled overhead and

dropped supplies and emergency equipment. Hours later, just at dusk, the *Black Douglas* came alongside the first whaleboat and took the men aboard.

In the meantime the second whaleboat had drifted 2 miles away. Darkness had arrived, so the PBV's began dropping luminous flares. The rescuing ship pulled alongside the second boat just as it went awash, and the men, too tired to bail longer, were lifted aboard.

Marine Casualties Are Down, Reports Admiral

During the fiscal year ending 30 June, there was a 25-percent decrease in all marine casualties and a 35-percent decrease in all marine casualties on vessels subject to Coast Guard inspection and certification, reported Rear Adm. H. C. Sheppard, chief of the Office of Merchant Marine Safety, in a recent address before the National Safety Council in Chicago.

The loss of life as a result of marine casualties, he said, went down 18 percent, and there was a 41 percent drop in the number of serious injuries. These decreases followed an 11 percent reduction in the number of seagoing ships in operation.

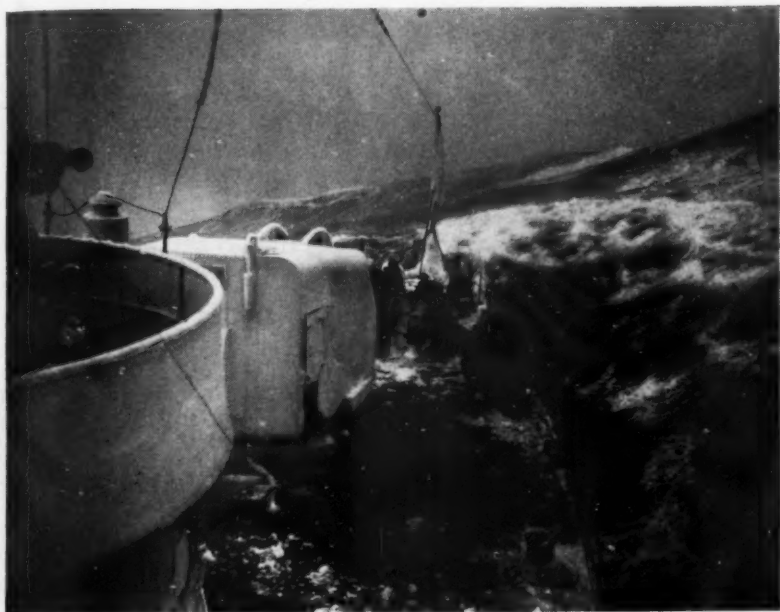
The improving safety record, he said, was due to a higher degree of stability in maritime employment, a return to peacetime standards of proficiency of licensed and certificated personnel, a reduction in waivers in connection with both personnel and matériel, authority being returned to the Coast Guard to take disciplinary action, and the dissemination of information of casualty information.

"Actually self-regulation in the marine field is the most desired solution," Admiral Sheppard told the Council members. "Therefore I urge management of marine industry toward greater efforts to lessen ship accidents and personnel injuries. Only by showing an exemplary safety record could the industry be at all justified in seeking exemptions from certain proposals now under consideration which could easily produce a gigantic bureaucracy."

Uniform Allowances No Longer Reservist Right

Entitlement to uniform allowances after completion of 4 years' service in the Coast Guard Reserve no longer is a statutory right, it has been announced, and payment thereof was mandatory.

On and after 1 November orders again may be issued to Reservists to participate in the interim training program without pay or allowances, provided such orders include the following statement: "In the execution hereof entitlement to uniform allowance is not indicated and payment thereof is not authorized."



OCEAN WEATHER PATROL IS NO PLACE FOR FAINT-HEARTED

The *Pontchartrain*, a 255-foot Coast Guard cutter, rides out a heavy sea while on patrol at Ocean Station Baker, roughly midway between Greenland and Newfoundland. Ocean stations are 10 miles square, within the limits of which Weather Bureau personnel make observations, and the cutter renders aids to navigation and communication service to vessels and aircraft, and stands ready for search-and-rescue operations.

Former SPAR Officers Offered Reappointment

Authority to reestablish the Women's Reserve of the Coast Guard Reserve, approved by the President on 4 August and effective on 1 November, has resulted in registered letters being sent to all former commissioned Women's Reserve members who had status on 25 July 1947, the date of inactivation of the Women's Reserve. The letter, signed by the Commandant, offers reappointment if the addressee is still qualified and desirous of reaffiliating herself with the Coast Guard.

A directive affecting former enlisted personnel of the Women's Reserve is expected to be announced shortly.

Reappointment of commissioned members will be made in the same grade and relative seniority as that held at the time of discharge.

The letters, which allow 45 days from date of receipt for indications of interest or disinterest, cite the advantages to be gained by reaffiliation, especially non-disability retirement under Public Law 810. The Commandant closes his letter with the comment that the "Coast Guard * * * will be happy to see you aboard again."

A number of official Coast Guard photographs will appear as an exhibit for the Civil Information and Education Section, GHQ, SCAP, in Japan.



MECHANICAL CHAIN-STOPPER DEVICE USED BY THE USCGC TUPELO

Lt. Comdr. N. P. Thomsen, commanding officer of the *Tupelo* at Toledo, Ohio, demonstrates a new mechanical chain stopper and safety lead which has been used exclusively in his buoy work since July. Here the chain is being released from the stopper, thus allowing the buoy sinker to fall into position. The device represents approximately 18 months' experimentation and testing.

New Mechanical Device Speeds Up Buoy Handling

The design and development of a mechanical chain stopper and safety lead, replacing present methods of handling chain on the buoy deck with manila lines, chain stoppers, grab hooks, and pelican hooks, is proving itself. So reports the CGO *Tupelo*, 180-foot buoy tender, in the Ninth Coast Guard District.

The idea of the device (see photograph above) was born about 20 months ago. More than a year was spent in building and experimenting with various scale-size models and finally a full-size working model weighing approximately 500 pounds was constructed. Then it was installed on the edge of the dock of the

Toledo Depot for testing and further improvement.

After a considerable number of alterations, the device was considered workable, and its installation on the *Tupelo* buoy deck was authorized for further experimentation. Since July, the *Tupelo* reports, it has worked a "considerable number of buoys of all types and handled a great amount of buoy chain under varied conditions, using the device exclusively." Thus, the report adds, certain operations have been eliminated, buoy handling has been speeded up from 30 to 50 percent and buoys can be handled under unfavorable current and weather conditions.

Structural tests of the chain stopper were performed aboard the *Tupelo* with an 8,500-pound sinker. This sinker, with

90 feet of 1½-inch chain attached, was towed at 12 miles per hour in 30 feet of water while made fast in the chain stopper. The same sinker, with 60 feet of 1½-inch chain attached, was hoisted on board. At no time during these tests did the chain drop back through the port more than 8 inches before being caught by the chain stopper. Furthermore, no visible signs of undue strain to the device has been noted since its installation.

In practical tests the chain stopper and safety lead rendered the handling of buoy chain through the buoy port comparatively safe under all conditions, because the deck may be completely cleared of all personnel until the chain is automatically and safely secured at the outside edge of the buoy port. The device simplifies the dropping of sinkers and takes the place of "teeterboards," slip lines, and pelican hooks. When relieving buoys it is unnecessary to take the sinkers aboard if they are to be used again for the next buoy.

Secretary Determines Crew Members' Status

Whether individuals ordered to duty involving frequent and regular participation in aerial flights shall have status as crew members or noncrew members has been determined by the Secretary of the Treasury. Each service secretary had been directed to make similar determinations under the hazardous duty incentive pay provisions of the Career Compensation Act of 1949.

Therefore, for Coast Guard purposes, crew members will include aviators, student aviators, aviation observers, flight surgeons, pilots, and student pilots. Personnel not considered crew members include technical observers, aviation medical examiners, student flight surgeons, and flight nurses. Enlisted personnel not covered in these classifications must be issued orders definitely establishing their status.

December Events In Coast Guard History

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| 1831 | Dec. 16 | Secretary of Treasury John McLane ordered "winter cruises." |
| 1835 | Dec. 28 | Massacre of Major Dade's command at Fort Brook, Fla., cause of Seminole War. |
| 1837 | Dec. 22 | Congress authorized President "to cause any suitable number of public vessels, adapted to the purpose, to cruise upon the coast, in the severe portion of the season, and to afford aid to distressed navigators." First statute authorized activities in the field of maritime safety. |
| 1844 | Dec. 1 | Captain Alexander Fraser of Revenue Marine Bureau reported to Congress on failure of first steam cutters <i>Spencer</i> and <i>Lagare</i> . |
| 1846 | Dec. 14 | Captain Frazier protested in report to Congress against "unjust imputations" against Service involved in failure of first steam cutters. Requested authority to employ medical aid to cutters. Pensions for personnel disabled in service. |
| 1854 | Dec. 14 | Congress authorized appointment of first lifeboat station keepers at \$200 per year each and superintendents for Long Island and New Jersey serving under Secretary of Treasury who "may also establish such stations at such lighthouses, as, in his judgment, he shall deem best." |
| 1874 | Dec. — | First lights in western rivers established at Jefferson Barracks near St. Louis and at Twin Hollow, Mo. |
| 1876 | Dec. 12 | First examination for Revenue Cutter cadets held in Washington. |
| 1897 | Dec. 17 | Overland Expedition from <i>Bear</i> started from Nunivak Island to rescue whalers at Point Barrow. |

- 1897 Dec. 29 Congress prohibits killing of fur seals in the waters of the North Pacific Ocean.
- 1903 Dec. 17 Kill Devil Life Saving Station personnel assisted Wright brothers at first airplane flight at Kitty Hawk, N. C.
- 1936 Dec. 21 Ice breaking authorized by Executive Order No. 7521.
- 1941 Dec. 7 World War II began—Cutter *Taney's* screen of antiaircraft fire helped prevent Japanese planes bombing Pearl Harbor from destroying Honolulu power plant.
- 1942 Dec. 17 Cutter *Natsck* disappeared in Belle Isle Strait—no survivors.
- 1943 Dec. — First air-sea rescue unit activated in the United States under Coast Guard auspices at San Diego, Calif.
- 1943 Dec. 15 Invasion of Arawe Peninsula, New Britain.
- 1943 Dec. 20 CGC *Bodega* grounded off Canal Zone. No lives lost.
- 1943 Dec. 26 Landing at Cape Gloucester. Coast Guard manned LST's.
- 1944 Dec. 1 Office of Air-Sea Rescue set up in Coast Guard. Secretary of Navy at request of Joint Chiefs of Staff early in 1944 established Air-Sea Rescue Agency, an inter-departmental and inter-agency, body for study and improvement of rescue work with Commandant of Coast Guard as head.
- 1944 Dec. 6 Ormoc Landing, Philippine Islands.
- 1944 Dec. 15 Mindoro Landing, Philippine Islands.
- 1944 Dec. 25 Occupation of Palompon, Leyte, Philippine Islands.
- 1944 Dec. 30 Coast Guard manned *FS-367* takes survivors from U. S. S. *Mariposa* at San Jose, Mindoro, Philippine Islands.

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